

NEW RAPID TRANSIT PLANS.

PROPOSED EXTENSIONS OF THE ELE-
VATED SYSTEM.

FRESH LINES ALSO PROJECTED—SUGGESTIONS
AND OFFERS BY REPRESENTATIVES OF THE
MANHATTAN RAILROAD—RESIGNATION

OF SETTLING LOW FROM THE RAPID TRANSIT COMMISSION.

The Rapid Transit Commission met yesterday afternoon at No. 257 Broadway and received from George J. Gould, R. M. Gallaway and Russell Sage their much-talked-of plans for the extension of the present elevated railroad system. The following are the propositions, which are only tentative:

A new elevated structure of two tracks, running from the Battery up West-st. to Little Twelfth-st., thence north along Tenth-ave. to

Twenty-third-st., where a spur will be constructed connecting the Sixth, Ninth and Tenth ave. lines, and running down to the West Twenty-third-st. ferry.

A spur from Christopher and West sts., running along Christopher-st. and connecting with the Sixth-ave. line at Eighth-st.

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ham Square to Ninth-st., and three tracks beyond that point to the Harlem River.

Three tracks on the Second-ave. line from Grand-st. to the Harlem River.

Three tracks on the Ninth-ave. line from Cortlandt-st. to One-hundred-and-eighth-st.

A new line beginning at One-hundred-and-Eighth-st. and Columbus-ave., running to either the Boulevard or Amsterdam-ave. and to Fort George. If the Boulevard line is chosen, where a surface road is preferable, that thoroughfare will be followed north to One-hundred-and-thirty-fifth-st., where the line will turn into New-st. It will come out in Amsterdam-ave. and extend up to Fort George.

A new line, beginning at One-hundred-and-sixty-second-st. and Amsterdam-ave., where the Kingsbridge Road meets it, to be along the Kingsbridge Road to the city line at Yonkers.

A new line to be built from East One-hundred-

A new line from the One-hundred-and-seventy-seventh-st. (Tremont) station, north along the Fordham Road to the southerly end of St. John's College grounds.

and forty-ninth-st., at its junction with the Westchester Road, along the Westchester Road to the Edgewater Road on the Bronx River, with the intention of pushing the structure further east later, to West Farms.

A new line from the One-hundred-and-seventy-seventh-st. (Tremont) station, north along the Fordham Road to the southerly end of St. John's College grounds.

When the lines are completed trains will be run at the rate of twenty-five miles an hour. Mr. Gould said.

MR. LOW'S RESIGNATION.

The second point of interest at the meeting was the announcement of Seth Low's resignation as a Rapid Transit Commissioner. The resignation was tendered to the Commission merely, as an act of courtesy, as it was formally the

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I herewith present my resignation as a member of the Rapid Transit Railroad Commission, and request that it be accepted without delay. As you are aware, I agreed to serve upon the Board at the urgent invitation of the Chamber of Commerce in the hope that the law then about to be presented would result in a more speedy solution of the problem of the city.

By the recent decision of the Appellate Division

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I herewith present my resignation as a member of the Board of Rapid Transit Railroad Commissioners. As you are aware, I agreed to serve upon the Board at the urgent invitation of the city of New York, and I am sure that the city will then about to be presented would result in an adequate solution of the rapid transit problem of the city.

The recent decision of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given to the duties of this office, at very great inconvenience, two years of Appellate Division makes constructive work under the present law impossible.

I am sure that the commission under existing conditions do what may be possible to increase rapid transit facilities of the city and to improve the present inefficient transit system. This is in effect an entirely new branch of the subject, upon which

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The Board at the urgent invitation of the Chamber of Commerce in the hope that the latter would be able to find a more adequate solution of the rapid transit problem of the city.

By the recent decision of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given to the duties of the office, at very great inconvenience, the careful attention it requires. The recent decision of the Appellate Division makes constructive work under the present law impossible. It only remains within the power of the city to suspend existing conditions and to do what may be possible to increase rapid transit facilities of the city by some enlargement of the present system. This is in effect an entirely new branch of the subject, upon which personally I have no desire to enter.

I am, therefore, resigning this position, particularly as well as I, and at far less inconvenience.

It is especially desirable that no change of personnel should be made in the Commission, after they have entered upon the consideration of a definite proposition. For this reason, and because I am anxious to remain for a number of days, I present my resignation at this time, and ask that it be accepted.

Thanking you for your uniform kindness and for expressing the hope that in some form and at some day the labor of this Commission will be fruitful of benefit to this city, I am, Sir, very respectfully,

Yours truly, SETH LOW.

The letter was tabled.

TALK IN THE EXECUTIVE MEETING.

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I herewith present my resignation as a member of the Board of Rapid Transit Railroad Commissioners, and request that it be accepted without delay. As you are aware, I agreed to accept nomination as a member of the Board of Commissioners of the Chamber of Commerce, in the hope that the law then about to be passed would result in an adequate solution of our present problem of the city.

By the recent decision of the Appellate Division of the Supreme Court, this hope has been disappointed, after I had assented to the duties of the office, of very great inconvenience, two years of painful attention. The recent decision of the Appellate Division makes constructive work under the present conditions of the city for the Board of Commissioners, and the power of the commission under existing conditions to do what may be possible in increasing the capacity of the elevated railroad system. This is in effect an entirely new branch of the subject, upon which I personally have had no opportunity to enter. Others can better represent the interests of the city in this particular, as well as I, and at far less inconvenience.

It is especially deplorable that the resignation of a Commissioner of the Board of Commissioners of the Chamber of Commerce, after they have entered upon the consideration of a definite proposition. For this reason, and because I am anxious to leave the city for a number of days, I present my resignation at this time, and ask that it be accepted.

Thanking my colleagues for their uniform kind and friendly co-operation, and expressing the hope that in some form and at some day the labors of this commission will be fruitful of benefit to this city, I have the honor to be, very respectfully,

Yours truly,
SETH LOW.

The letter was tabled.

TALK IN THE EXECUTIVE MEETING.

The meeting was an executive one, and lasted more than two hours and a half. Seth Low and Controller Fitch were the only absentees, and besides the Commissioners and the Manhattan Company's committee, Francis B. Thurber was present, representing the Board of Trade and Transportation. Mr. Thurber presented the resolutions of his Board, passed on May 13, calling upon the Commission to devise other means so long as the Parsons underground plan had been rejected by the Court.

After the meeting was over, Mr. Orr said that

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I herewith present my resignation as a member of the Board of Railroad Commissioners, and respectfully request that it be accepted without delay. As you are aware, I agreed to serve upon the Board at the urgent request of the Chamber of Commerce. I am now of the opinion that the law then about to be presented would result in an adequate solution of the rapid transit problem of the city.

By the action of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given to the Chamber of Commerce my resignation, two years of careful attention. The recent decision of the Appellate Division makes constructive work upon the present problem of the city impossible, and the power of the commission under existing conditions to do what may be possible to increase rapid transit facilities for the city by some extension of the elevated railroad system. This is in effect an entirely new branch of the subject, upon which I have no special knowledge. Others can better represent the interests of the city in this particular.

It is especially regrettable that no change has been made in the personnel of the Commission after they have entered upon the consideration of a definite proposition. For this reason, and because of the time I have already consumed in the past few weeks, I propose my resignation at this time, and ask that it be accepted.

I am deeply indebted to you for your uniform kindness and expressing the hope that in some form or other, I may be able to contribute to the betterment of, and at some day the labors of this city, I have the honor to be faithful of to this city. I have the honor to be, very respectfully,

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The letter was tabled.

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At the decision of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given to the duties of this office, at very great inconvenience, two years.

The recent decision of the Appellate Division makes constructive work under the present law impossible.

It is the duty of the commission under existing conditions to do what may be possible to increase rapid transit facilities of the city. This is in effect an entirely new branch of the subject, upon which personally I have no desire to enter.

I am, however, in the personnel of this particular body as well as I, and at far less inconvenience.

It is especially desirable that no change should be made in the personnel of the Commission.

After they have entered upon the consideration of a definite proposition. For this reason, and because I am absolutely in the personnel of the Commission, I herewith present my resignation at this time, and thank that it is accepted.

Thinking my colleagues for their uniform kind and generous interest and the hope that in some form and at some day the labors of this commission will be fruitful of benefit to this city, I have thought to be brief.

Very respectfully,
SETH LOW.

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Mr. Thurber presented the resolutions of his Board, passed on May 13, calling upon the Commission to devise other means so long as the Parsons underground plan has been rejected by the Board.

After the meeting was over, Mr. Orr said that the fullest discussion over the extensions proposed by Mr. Gould was had. Mr. Gould explained their good features, particularly those of the West-st. route, which would take in all the ferries on the North River, and with the Twenty-third-st. and Christopher-st. spurs, prove a boon to shoppers.

The Manhattan people, he said, stood ready to build at once the West-st., the Amsterdam-ave. and the Centre-st. lines, while they would cost about \$200,000 for each mile built.

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I herewith present my resignation as a member of the Board of Rapid Transit Railroad Commissioners, and request that it be accepted without delay. As you are aware I have been asked to serve upon the Board by recent invitation of the Chamber of Commerce, in the hope that the law then about to be passed would result in an adequate solution of the rapid transit problem of the city.

By the recent decision of the Appellate Division of the Supreme Court, this hope has been disappointed and the law now given to the duties of the office, at very great inconvenience, two years of careful attention. The recent decision of the court makes constructive work under the present law impossible. It only remains with the power of the commission to increase rapidly the facilities of the city by some enlargement of the elevated railroad system which is effected by the law now before the legislature. Personally I have no desire to enter, others can protect the interests of the city better than I can.

It is especially desirable that no change should take place in the personnel of the Commission until they have entered upon the consideration of a definite proposition. For this reason, and because I am about to leave the city for a number of months, I beg to resign my position at this time and ask that it be accepted.

Thanking my colleagues for their uniform kindness and respect, and realizing that in some form or another all of us will share the labor of this commission will be fruitful of benefit to this city, I have the honor to be, very respectfully,
SETH LOW.

The letter was tabled.

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After the meeting was over, Mr. Orr said that the fullest discussion over the extensions proposed by Mr. Gould was had. Mr. Gould explained their good features, particularly those of the West-st. route, which would take in all the ferries on the North River, and with the Twenty-third-st. and Christopher-st. spurs, prove a boon to shoppers. The Manhattan people, he stated ready to build at once the West-st., the Amsterdam-ave. and the Centre-st. lines, which would cost them about \$900,000 for each mile built.

Mr. Gould did not ask that any of the city money be invested in the extensions, and he said that the statement that he had ever expected that the city would shoulder the responsibility in the case of damage suits brought against it was unfounded.

Russell Sage expatiated before the Commission on the advantages of the double-deck plan, and

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I herewith present my resignation as a member of the Board of Rapid Transit Railroad Commissioners, and request that it be accepted without delay, as you are about to agree to serve upon the Board at the urgent invitation of the Chamber of Commerce in the hope that I may now turn about to devote all my time and energy to the solution of the rapid transit problem of the city.

By the recent decision of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given to the duties of the office, at very great inconvenience, two years of careful attention. The recent decision of the Appellate Division makes constructive work under the present law impossible. It only remains within the power of the commission to bring forth some plan of the elevated railroad system which is effective and desirable, or else to make possible to increase rapidly the facilities of the city by some enlargement of the existing system.

I am sorry to be the subject upon which personally I have no desire to enter. Others can protect the interests of the city in this particular fully as well as you are able.

It is especially desirable that no change should take place in the personnel of the Commission after they have entered upon the consideration of a definite proposition. For this reason, and because I am about to leave the city for a number of weeks, I present my resignation at this time and in writing.

Thanking my colleagues for their uniform kindness and expressing the hope that the suggestions made during the past year by this commission will be of benefit to this city, I have the honor to be, very respectfully,

SETH LOW.

The letter was tabled.

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After the meeting was over, Mr. Orr said that the fullest discussion over the extensions proposed by Mr. Gould was had. Mr. Gould explained their good features, particularly those of the West-st. route, which would take in all the ferries on the North River, and, with the Twenty-third-st. and Christopher-st. spurs, prove a boon to shoppers. The Manhattan people, he stated ready to build at once the West-st., the Amsterdam-ave. and the Centre-st. lines, which would cost them about \$600,000 for each mile built.

Mr. Gould did not ask that any of the city's money be invested in the extensions, and he said that the statement that he had ever expected that the city would shoulder the responsibility in the case of damage suits brought against the line was unfounded.

Russell Sage expatiated before the Commission on the advantages of the double-deck plan, and ventured the opinion that he would live to see that system adopted throughout the city.

Mr. Gould, when asked what equivalent his company proposed giving the city for the privilege of extending the roads, made inquiry as to whether the Commission meant by that a yearly rent for the streets, a nominal or a substantial amount.

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The decision of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given the subject my careful attention. The recent decision of the Appellate Division makes constructive work under the present law of the city very difficult, and the power of the commission under existing conditions to do what may be possible to increase the efficiency of the city by some enlargement of the elevated railroad system. This is in effect a new branch of the subject, and I have no adequate preparation to handle it. Others can protect the interests of the city in this particular as well as I, and at far less inconvenience.

It is a regrettable fact that I no longer occupy a place in the personnel of the Commission after they have entered upon the consideration of a definite proposition. For this reason, and because of the time I have spent in the city for a number of weeks, I present my resignation at this time, and ask that it be accepted.

I am sure that you will appreciate my kindness and expressing the hope that in some form or other, and at some day the laboring people of the city will derive benefit to this city. I have the honor to be, very respectfully,

SETH LOW.

The letter was tabulated.

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After the meeting was over, Mr. Orr said that the fullest discussion over the extensions proposed by Mr. Gould was had. Mr. Gould explained the good features, particularly those of the West-st. route, which would take in all the ferries on the North River, and with the Twenty-third-st. and Christopher-st. spurs, prove a boon to shoppers. The Manhattan people, he said, stood ready to build at once the West-st., the Amsterdam-ave. and the Centre-st. lines, which would cost them about \$900,000 for each mile built.

Mr. Gould did not ask that any of the city's money be invested in the extensions, and he said that the statement that he had ever expected that the city would shoulder the responsibility in the case of damage suits brought against it was unfounded.

Russell Sage expatiated before the Commission on the advantages of the double-deck plan, and he ventured the opinion that he would live to see that system adopted throughout the city.

Mr. Gould, when asked what equivalent his company proposed giving the city for the privilege of extending the roads, made inquiry as to whether the Commission meant by that a private rent for the streets, a nominal or a substantial amount.

Mr. Boardman replied that the city would certainly effect a substantial equivalent, but added that he was not yet ready to state what it would be.

Mr. Gould's plans were only informally presented to the Commission. It was suggested to Mr. Gould, who was the spokesman of his committee, that he submit his propositions in writing.

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I herewith present my resignation as a member of the Board of Rapid Transit Commissioners. I am glad that it can be accepted without delay. As you are aware, I agreed to serve upon the Board at the urgent invitation of the Mayor, and I hope that the law then about to be presented would result in an adequate solution of the rapid transit problem of the city.

The power and decision of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given to the duties of this office, at great sacrifice, more than two years of my best attention. The recent decision of the Appellate Division makes constructive work under the present law impossible by some enlargements to do what may be possible to increase rapid transit facilities by the use of the city's own money, and I have no desire to enter, others can carry an entirely new branch of the subject, upon which personally I have no desire to enter. Others can carry as well as I, and at far less inconvenience.

It is especially desirable that some changes be made in the personnel of the Commission, after they have entered upon the consideration of a definite proposition. For this reason, and because I am unable to leave the city for a number of weeks, I present my resignation at this time, and ask that it be accepted.

Thanking you for their uniform kindness and expressing the hope that in some form and at some day the labors of this commission will be fruitful of benefit to this city, I have the honor to be, respectfully, SETH LOW.

The letter was tabled.

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The meeting was an executive one, and lasted more than two hours and a half. Seth Low and Controller Rogers were the only absentees, and besides the Commissioners and the Manhattan Company's committee, Francis B. Thurber was present, representing the Board of Trade and Transportation. Mr. Thurber presented the resolutions of his Board, passed on May 13, calling upon the Commission to devise other means so long as the Parsons underground plan has been rejected by the Court.

After the meeting was over, Mr. Orr said that the fullest discussion over the extensions proposed by Mr. Gould was had. Mr. Gould explained their good features, particularly those of the West-st. route, which would take in all the ferries on the North River, and with the Twenty-third-st. and Christopher-st. spurs, prove a boon to shoppers. The Manhattan people, he said, stood ready to build at once the West-st., the Amsterdam-ave. and the Centre-st. lines, which would cost them about \$200,000 for each mile built.

Mr. Gould did not ask that any of the city's money be invested in the extensions, and he said that the statement that he had ever expected that the city would shoulder the responsibility in the case of damage suits brought against it was unfounded.

Russell Sage expatiated before the Commission on the advantages of the double-deck plan, and he ventured the opinion that he would like to see that system adopted throughout the city.

Mr. Gould, when asked what equivalent his company proposed giving the city for the privilege of extending the roads, made inquiry as to whether the Commission meant by that a yearly rent for the streets, a nominal or a substantial amount.

Mr. Boardman replied that the city would certainly effect a substantial equivalent, but added that he was not yet ready to state what it would be.

As the Gould plans were only informally presented to the Commission, it was suggested that Mr. Gould, who is one of his committee members, that he submit his propositions in writing at the next meeting of the Board, together with a formal and definite map or plan of the extensions his company proposes making and the new lines proposed.

OTHER PLANS PRESENTED.

Jesse W. Reno presented a plan for a double-deck system that he said would cost only \$150,000 a mile to build, and I. K. Place offered

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A new line from the One-hundred-and-seventy-seventh-st. (Tremont) station, north along the Fordham Road to the southerly end of St. John's College grounds.

When the lines are completed trains will be run at the rate of twenty-five miles an hour.

Mr. Gould said.

MR. LOW'S RESIGNATION.

The second point of interest at the meeting was the announcement of Seth Low's resignation as a Rapid Transit Commissioner. The resignation was tendered to the Commission merely as an act of courtesy, as it was formally filed with the Secretary of State later in the day. Mr. Low's letter was directed to A. E. Orr, was dated June 2 and read as follows:

I herewith present my resignation as a member of the Board of Rapid Transit Railroad Commissioners, and request that it be accepted with due delay. As you are aware, I agreed to serve upon the Board at the urgent invitation of the Chamber of Commerce, and I am sure that now that about to be presented would result in an adequate solution of the rapid transit problem of the city.

During the session of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given to the duties of the office, at very great inconvenience, two years of Appellate Division makes constructive work under the present law impossible. It only remains for me to use the power of resignation to remove existing conditions to do what may be possible to increase rapid transit facilities of the city by some enlargement of the present system. This is in effect an entirely new branch of the subject, upon which personally I have no desire to enter, others are better qualified to handle it, and in this particular fully as well as I, and at far less inconvenience.

It is especially desirable that no change should be made in the management of the Commission, and that you may have entered upon the consideration of a definite proposition. For this reason, and because I am about to leave the city, I have the honor to tender my resignation at this time, and ask that it be accepted.

Thanking my colleagues for their uniform kindness and interest, I hope that in some form or at some day the labors of this commission will be fruitful of benefit to this city. I have the honor to be, very respectfully, SETH LOW.

The letter was tabled.

TALK IN THE EXECUTIVE MEETING.

The meeting was an executive one, and lasted more than two hours and a half. Seth Low and Controller Fitch were the only absentees. And besides the Commissioners and the Manhattan Company's committee, Francis B. Thurber was present, representing the Board of Trade and Transportation. Mr. Thurber presented the resolutions of his Board, passed on May 13, calling upon the Commission to devise other means so long as the Parsons underground plan has been rejected by the Court.

After the meeting was over, Mr. Orr said that the fullest discussion over the extensions proposed by Mr. Gould was had. Mr. Gould explained their good features, particularly those of the West-st. route, which would take in all the ferries on the North River, and with the Twenty-third-st. and Christopher-st. spurs, provide a boon to shoppers. The Manhattan people, he said, stood ready to build at once the West-st., the Amsterdam-ave. and the Centre-st. lines, which would cost them about \$200,000 for each mile built.

Mr. Gould did not ask that any of the city's money be invested in the extensions, and he said that the statement that he had ever expected that the city would shoulder the responsibility in the case of damage suits brought against him was unfounded.

Reference was expatiated before the Commission on the advantages of the double-deck plan, and he ventured the opinion that he would live to see that system adopted throughout the city.

Mr. Gould, when asked what equivalent his company proposed giving the city for the privilege of extending the roads, made inquiry as to whether the Commission meant by that a yearly rent for the streets, a nominal or a substantial amount.

Mr. Boardman replied that the city would certainly effect a substantial equivalent, but added that he was not yet ready to state what it would be.

As the Gould plans were only informally presented to the Commission, it was suggested to Mr. Gould, who was the spokesman of his committee, that he submit his proposals to the Board, together with a formal and definite map or plan of the extensions the company proposes making and the new lines proposed.

OTHER PLANS PRESENTED.

Jesse W. Reno presented a plan for a double-deck system that he said would cost only \$150,000 a mile to build, and I. K. Place offered a plan of an elevated cable system, which was said, far superior to any other plan proposed.

Both plans were turned over to the secretary.

W. B. Parsons, the engineer, presented his final report. There is still outstanding, he says, one claim of \$911, and that has not yet been paid. With it included, the Commission's work has cost the city, since June 18, 1894, \$41,470.

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I herewith present my resignation as a member of the Board of Rapid Transit Railroad Commissioners and request that it be accepted without delay.

As you are aware, I agreed to serve upon the Board at the urgent invitation of the Chamber of Commerce in the belief that my presence would result in an adequate solution of the rapid transit problem of the city.

By the recent decision of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given to the duties of the office, at very great inconvenience, two years of my time.

The recent decision of the Appellate Division makes constructive work under the present law impossible. It only remains within the power of the Commission under existing conditions to do what may be possible to increase rapid transit facilities of the city by some enlargement of the present system. This is in effect an entirely new branch of the subject, upon which personally I have no desire to enter. Others capable of protecting the interests of the city and of the public as well as I, and at far less inconvenience.

It is especially desirable that no change should take place in the personnel of the Commission. This is in effect a definite proposition. For this reason, and because I am about to leave the city, I have the honor to present my resignation at this time, and ask that it be accepted.

Thanking my colleagues for their uniform kindness and expressing my belief that in some form or at some day the labors of this commission will be fruitful of benefit to this city, I have the honor to be, very respectfully,

SETH LOW.

The letter was tabled.

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Russell Sage expatiated before the Commission on the advantages of the double-deck plan, and he ventured the opinion that he would live to see that system adopted throughout the city.

Mr. Gould, when asked what equivalent the company proposed giving the city for the privilege of extending the roads, made inquiry as to whether the Commission meant by that a yearly rent for the streets, a nominal or a substantial amount.

Mr. Boardman replied that the city would certainly effect a substantial equivalent, but added that he was not yet ready to state what it would be.

As the Gould plans were only informally presented to the Commission, it was suggested to Mr. Gould, who was the spokesman of his committee, that he submit his propositions in writing at the next meeting of the Board, together with a formal and definite map or plan of the extensions the company proposes making and the new lines proposed.

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Both plans were turned over to the secretary.

W. B. Parsons, the engineer, presented his final report. There is still outstanding, he says, one claim of \$911, and that has not yet been paid. With it included, the Commission's work has cost the city since June 18, 1894, \$11,470 20, about \$8,000 less, he said, than the city has received in return for the city. This he declared, was good showing, as it was less than one-twelfth of 1 per cent of the amount of cost of the proposed plan.

Mr. Parsons volunteered his future services to the Commission without salary, until such time as a new plan might be proposed to it, in regard

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By the recent decision of the Appellate Division of the Supreme Court, this hope has been disappointed, after I have given to the duties of the office, at very great inconvenience, two years of careful attention. The recent decision of the Appellate Division makes constructive work under the present law impossible. It only remains within the power of the Commission under existing conditions to do what may be possible to increase rapid transit facilities of the city by some enlargement of the present transit system. This is in effect an entirely new branch of the subject, upon which personally I have no desire to enter. Others capable as well as I, and at far less inconvenience, can take it.

It is especially desirable that no change should take place in the personnel of the Commission, if after they have entered upon the consideration of a definite proposition. For this reason, and because I am about to leave the city for a number of years, I have no objection to resigning at this time, and ask that it be accepted.

Thanking my colleagues for their uniform kindness and expressions of sympathy, and for the many fruitful of benefit to this city, I have the honor to be, very respectfully,

SETH LOW.

The letter was tabled.

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Both plans were turned over to the secretary, Wm. Parsons, the engineer, presented his final report. There is still outstanding, he says, one claim of \$911, and that has not yet been paid. With it included, the Commission's work has cost the city since June 18, 1894, \$14,370 20 cents, or \$4,000 less, he said, than the Boston Company's plan. This, he declared, was good showing, as it was less than one-twelfth of 1 per cent of the amount of cost of the proposed plan.

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